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THIS IS UNEVALUATED INFORMATION

1. The Reichsbahn branch line from Eisenach to the border town of Martha has been dismantled. A wooden building has been erected on the former right-of-way just inside the border.
2. On 4 October 1952, the second track of the Berlin outer freight ring between Seddin and Grossbeeren was again placed in service. A short stretch between Genshagen and Grossbeeren is still single-track because a bridge has not yet been widened.
3. The second track on the line between Jüterbog and Grossbeeren, which was to be double-tracked during 1952, can be completed only between Trebbin and Ludwigsfelde. Lack of required materials is the cause. A test run on the already-completed stretch with a locomotive of series 03 achieving a speed of 75 miles per hour, rendered the line unserviceable. Poor roadbed caused the rail under the strain to shift in places.
4. The second track of the five kilometer stretch between Wannsee and Drewitz, restored in 1949, is now again being dismantled in order to provide rail and other materials needed for construction on the new S-Bahn Nordring.
5. The date for completion of the S-Bahn Nordring between Karow and Birkenwerder has been delayed a second time. Difficulties with ground water are being encountered at Mühlentbeck. It is considered impracticable to drain the area because this would so disturb the water table as to risk depriving Mühlentbeck of its water supply.
6. The Reichsbahn quota for diesel fuel has been cut by 50 percent effective 1 October 1952, on an order from the East German Ministry of Transport.
7. The Lohn Waggonbau Werdau VEB, at G8-111a has had to lay off many of its employees because the plant lacks materials to continue work on construction orders.

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8. During the 25-day period between 21 August and 16 September 1952, a total of 374 flatcars loaded with Soviet tanks entered East Germany at Frankfurt/Oder. Most of these were enroute to Prenzlau.
9. Soviet military aircraft entering or leaving East Germany by rail through Frankfurt/Oder are always packed in wooden cases. They are usually loaded on R or S flatcars and generally exceed the normally permitted measurement limits for standard right-of-way clearance.

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